Slide 1

Vertical Flight Possibilities

Glenn Rizner
Vice President Operations
Helicopter Association International

Good Afternoon, Madam Administrator, Distinguished colleagues, and friends. My name is Glenn Rizner and I am the Vice President of Operations with Helicopter Association International.

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Helicopter Association International

HAI is a non-profit, professional trade association of over 1,400 member organizations in more than 70 nations. Since1948, HAI has been dedicated to promoting the helicopter as a safe and efficient method of transportation, and to the advancement of the civil helicopter industry.

HAI supports the rotorcraft industry worldwide as spokesperson and advocate for the world's helicopter operators.

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Helicopters have matured substantially since the early days of vertical flight. From VFR only machines that relied for their stability on the strength of the pilot's forearms, helicopters have grown into quiet, smooth-flying all-weather transportation devices that are highly reliable, very safe, and offer the public unique benefits … Benefits that can be harnessed to meet the needs of today's mobile society.

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Today's helicopters are also easy to be near. Quiet technologies such as shrouded tailrotors and vectored tailboom thrust, slow-turning high-lift main rotors, and muffled turbine engines, make today's rotorcraft more quiet in all phases of flight than many airplanes of similar carrying capacity.

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As Sophisticated as the Latest Airliner

Modern avionics – GPS navigation, ADS/B position reporting and datalink, coupled three and four axis autopilots – help today's helicopters match or exceed the dispatch reliability and all-weather capability of the most modern airliners. The unique characteristics of rotorcraft – stable flight at a wide range of airspeeds from a hover to 150 knots, high maneuverability, small turning radius in the air and on the ground, and especially the ability to take off from and land in very small spaces – set rotorcraft apart from anything else that exists in the transportation marketplace.

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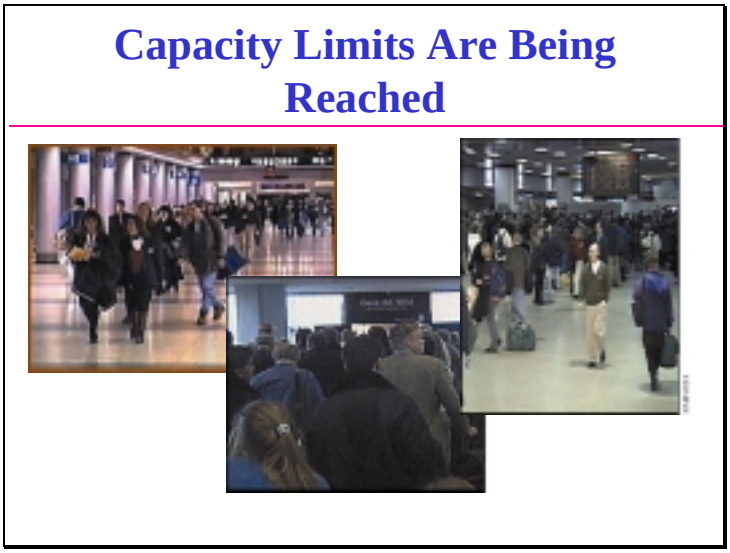

These characteristics of rotorcraft can and should be harnessed to help address the number one problem experienced by the traveling public today – the fact that demand for air travel has saturated airport capacity even as environmental restrictions and capital requirements have slowed the development of new airports. Properly used, rotorcraft can effectively increase airport capacity, dramatically improve the transportation experience of the traveling public, and enhance safety in comparison to other strategies.

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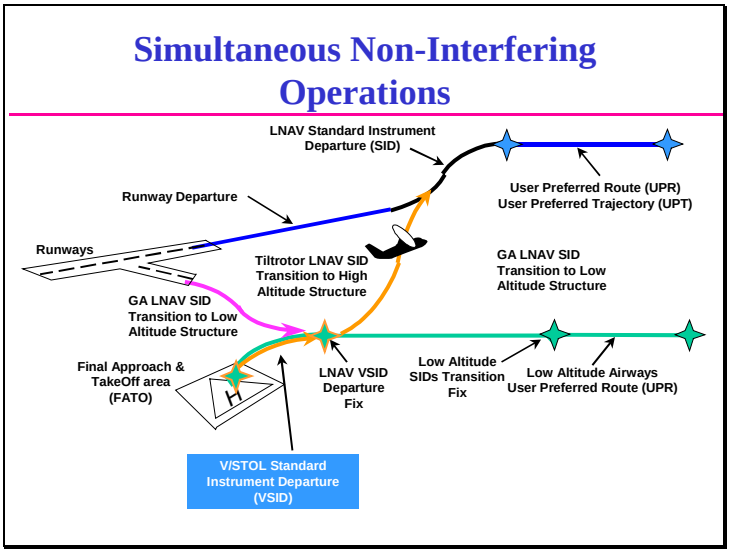

Simultaneous non-interfering operations are rotorcraft arrival, departure and missed-approach paths developed at approximately 45 degrees to the flow of fixed-wing traffic. These airspace structures capitalize on the slow flight and high maneuverability of rotorcraft by permitting passenger-carrying operations to the airport surface without entering the flow of fixed-wing traffic. Each passenger delivered to or carried from the airport in this manner represents pure capacity enhancement.

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Building New Capacity

Slide 9

Ultimate Points of Departure and Destination

Today, the lucky few start and end their air travel close to their ultimate points of departure and destination. For the rest of us, the trip to and from the airport can take as long as the flight, even longer, and can generate far more frustration, and be far more dangerous. Developing full-service heliports and vertiports in suburbs and in city centers would permit rotorcraft to meet the traveling public where they live and work, significantly enhancing the air travel experience for the public, and also easing automobile infrastructure requirements at hub and terminus airports.

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The public can obtain these benefits at little cost in terms of environmental intrusion. Suburban heliports can be developed in high traffic areas that are easily accessible, but in which ground traffic masks the sounds of aviation operations. Rotorcraft visionaries have recently proposed developing city-center heliports atop downtown bridges, where waterways make ideal approach and departure paths, traffic noise masks aviation sound, and alternative uses are non-existent, so acquisition costs might be fairly low.

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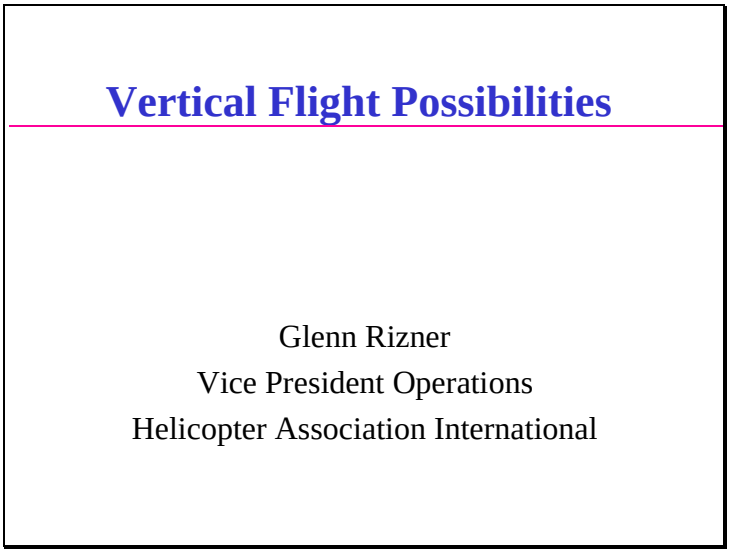
To reach these goals, industry and government must work in partnership to more fully integrate rotorcraft into the National Airspace System in a way that lets rotorcraft be rotorcraft. A helicopter forced to fly a traffic pattern might as well be an airplane. A civil tiltrotor that can takeoff and land only at airports, because there are no city-center or suburban heliports, might as well be a King-Air. But a helicopter or civil tiltrotor that is integrated into the National Airspace System in a way that recognizes its unique capabilities is a potent machine that can increase system capacity and improve the air travel experience far beyond the investment required to make this possible.

Slide 12



That concludes HAI's presentation. Thank you for you kind attention. I'll be happy to entertain any questions or comments you might have.